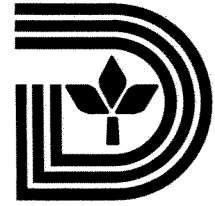


Memorandum



CITY OF DALLAS


DATE August 8, 2008

TO Members of the Transportation and Environment Committee:
Linda Koop (Chair), Sheffie Kadane (Vice Chair), Jerry R. Allen, Carolyn R. Davis, Vonciel Jones Hill, Angela Hunt, Pauline Medrano and Ron Natinsky

SUBJECT Neighborhood Traffic Management Policy Update - Status Report Briefing

Attached is the "Neighborhood Traffic Management (NTM) Program Policies Update" briefing that will be presented to you on Tuesday, August 12, 2008 at the Transportation and Environment Committee Meeting.

Please contact me if you need additional information.


Ramon F. Miguez, P.E.
Assistant City Manager

c: The Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
Thomas P. Perkins, Jr., City Attorney
Deborah Watkins, City Secretary
Craig Kinton, City Auditor
Judge Jay Robinson, Judiciary
Ryan S. Evans, First Assistant City Manager
David O. Brown, Interim Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
A.C. Gonzalez, Assistant City Manager
David Cook, Chief Financial Officer
Jeanne Chipperfield, Interim Director, Office of Financial Services
Helena Stevens, Assistant to the City Manager
Edward Scott, Interim Director, Office of Financial Services

Neighborhood Traffic Management (NTM) Program Policies Update



Transportation and Environment Committee Briefing

Prepared by
Transportation Planning Program
Public Works and Transportation
August 12, 2008





Purpose of Briefing

- Provide an overview of the City's Neighborhood Traffic Management (NTM) Program policies
- Review recommendations from a Council Transportation and Telecommunications Committee (CTTC) review of the NTM policies and subsequent recommendations from the Zoning Ordinance Advisory Committee (ZOAC)
- Identify new tools that could be introduced to improve the NTM Program



NTM Problem Statement

Why have Neighborhood Traffic Management programs?

- Non-neighborhood and/or speeding traffic is viewed by residents as offensive and degrading to their quality of life
- Many motorists cut through neighborhoods because of congestion on thoroughfares
- The City's "traffic calming" programs have been developed over many years and have different requirements



Existing NTM Policies

- Petition parking restrictions (Ordinance – Pre-1980)
- Alley rumble strips (Ordinance – Pre-1980)
- Road humps (Resolution – 1990)
- Street closures (Resolution – 1993)
- Resident-only parking (Ordinance – 1998)
- All-way stops (Ordinance – 2000)

Road Hump Example



Street Closure Example





Effective Traffic Calming

What makes a good Neighborhood Traffic Management program?

- Community driven: supported by neighborhood
- Results oriented: builds consensus for action
- Safe: plan must improve safety
- Balanced: involves those affected by change
- Cost Efficient: highest benefit for lowest cost
- Affordable: public/private funding mix
- Understandable: user-friendly procedures



Program Elements

Neighborhood and Street Eligibility

- Neighborhood Type
 - Predominately residential
- Thoroughfare Plan designation
 - Local street
- Emergency response route
 - Not an emergency response route
- Traffic volume and speed



Program Elements

Application and Approval Requirements

- Project initiation – petition
- Application fees
- Screening for eligibility
- Demonstration of community consensus
- Approval process
- Appeal process
- Cost responsibility

Summary: Existing Programs

Program Criteria at Beginning of Review Process

Eligibility Criteria	Road Humps	Street Closures	All-way Stops	Alley Road Humps	No Parking Zones	Resident-Only Parking
Neighborhood Type	Primarily single family	Predominately residential	Residential	Primarily single family	Residential	Primarily single family
Street Type	Local/not an Emergency Route	Local/not an Emergency Route	Local/not an Emergency Route	Paved alley	Neighborhood street	Residential local
Application Fee	None	\$150-\$500	None	None	\$50	\$50
Basic Technical Screening Criteria	>500 but less than 6000 vehicles/day >34 mph	N/A	< 6000 vehicles/day	N/A	N/A	> 60% of spaces used & > 20% of used spaces non-property related
Initiating Requirement	Petition from ≥ 2/3 of residents	Petition from ≥ 1/2 of residents	Petition from ≥ 2/3 of residents within 900'	Petition from 80% uses on alley	Petition from 80% of uses on block face	Petition from ≥ 2/3 of uses on block face
Ballot Area	Owners within 200 feet of street	Primary affected area	None	None	None	None
Community Consensus Determination	Petition from ≥ 2/3 residents & ≤ 20% ballot opposition	Ballots from ≥ 2/3 of property owners & 50% of land in support	Petition from 2/3 of residents within 900 feet	Petition from 80% uses on alley	Petition from 80% of uses on block face	Petition from 2/3 uses on block face
Approval	Staff	Council	Staff	Staff	Staff	Staff
Appeal Process	Staff/Council	None	CPC/Council	None	None	None
Cost to Applicant	Pro rated based on speed	Full	None	Full	Full	Full



Other Existing Tools

- Police Enforcement
 - Residential speed enforcement is typically a low priority
- Mobile Speed Monitors
 - Public Works/Transportation and Police deploy speed monitors on a request basis
 - Monitors are frequently vandalized
 - Moving the monitors is time consuming and potentially dangerous



NTM Modifications

CTTC Recommendations – See Summary Table on Slide 12

- Revise road hump criteria to allow installation on streets with speeds from 31 to 34 mph if approved upon appeal to the City Plan Commission – this change received early approval from the Council in June 2004
- Allow residential traffic circles using the same requirements as all-way stops subject to design approval by the Director of Public Works and Transportation
- Allow application of all policies in single-family and multi-family areas – all areas that are “predominately residential”
- Require an application fee for all programs – \$250 for the street closures because of the significantly higher staff costs associated with this process and \$50 for the other programs
- Standardize initiating petition requirement at 2/3rds of residents for all programs



NTM Modifications

CTTC Recommendations – See Summary Table on Slide 12

- Allow all-way stop petition area to be adjusted to exclude unaffected areas (e.g., across major thoroughfares, creeks or railroads)
- Adopt a “primary affected area” for road hump balloting, but increase from 20% to 33% the level of opposition required to force an appeal process
- Retain “primary affected area” and balloting requirements for street closure process, but provide early notice to Councilmembers of proposed closures and utilize input from a neighborhood meeting to define the primary affected area
- Require applicant to pay for new stop signs under the all-way stop policy
- The CTTC reaffirmed that road humps, all-way stops and street closures should not be considered on thoroughfares or emergency response routes except when an appeal process is warranted

Summary: Modified Programs

Shading Reflects CTTC Recommendations

Eligibility Criteria	Road Humps	Street Closures	All-way Stops & Traffic Circles	Alley Speed Humps	No Parking Zones	Resident-Only Parking
Neighborhood Type	Predominately residential	Predominately residential	Predominately residential	Predominately residential	Predominately residential	Predominately residential
Street Type	Local/not an Emergency Route	Local/not an Emergency Route	Local/not an Emergency Route	Paved alley	Local	Local
Application Fee	\$50	\$250	\$50	\$50	\$50	\$50
Basic Technical Screening Criteria	Between 500 & 6000 vehicles/day & ≥ 31 mph	N/A	< 6000 vehicles/day	N/A	N/A	> 60% of spaces used and > 20% of used spaces non-property related
Initiating Requirement	Petition from $\geq 2/3$ of residents	Petition from $\geq 2/3$ of residents	Petition from $\geq 2/3$ of residents within 900'	Petition from $\geq 2/3$ of residents	Petition from $\geq 2/3$ of residents	Petition from $\geq 2/3$ of residents
Ballot Area	Primary affected area	Primary affected area	None	None	None	None
Community Consensus Determination	Ballots from not more than 33% of property owners in opposition	Ballots from $\geq 2/3$ of property owners & 50% of land in support	Petition from $\geq 2/3$ of residents within 900'	Petition from $\geq 2/3$ of residents	Petition from $\geq 2/3$ of residents	Petition from $\geq 2/3$ of residents
Approval	Staff	Council	Staff	Staff	Staff	Staff
Appeal Process	CPC/Council	None	CPC/Council	None	None	None
Cost to Applicant	Pro rated based on speed	Full	Full	Full	Full	Full

Summary: Modified Programs

Shading Reflects ZOAC Recommendations differing from CTTC/Staff

Eligibility Criteria	Road Humps	Street Closures	All-way Stops & Traffic Circles	Alley Speed Humps	No Parking Zones	Resident-Only Parking
Neighborhood Type	Predominately residential	Predominately residential	Predominately residential	Predominately residential	Predominately residential	Predominately residential
Street Type	Local/not an Emergency Route	Local/not an Emergency Route	Local/not an Emergency Route	Paved alley	Local	Local
Application Fee	\$50	\$250	\$50	\$50	\$50	\$50
Basic Technical Screening Criteria	Between 500 & 6000 vehicles/day & ≥ 31 mph	N/A	< 6000 vehicles/day	N/A	N/A	> 60% of spaces used and > 20% of used spaces non-property related
Initiating Requirement	Petition from ≥ 2/3 of <u>property owner</u>	Petition from ≥ 51% of <u>property owners</u>	Petition from ≥ 2/3 of <u>property owners within 900'</u>	Petition from ≥ 2/3 of residents	Petition from ≥ 2/3 of residents	Petition from ≥ 2/3 of residents
Ballot Area	Primary affected area	Primary affected area	None	None	None	None
Community Consensus Determination	Ballots from not more than 25% of <u>property owners in opposition</u>	Ballots from ≥ 2/3 of property owners and 50% of land in support	Petition from ≥ 2/3 of residents within 900'	Petition from ≥ 2/3 of residents	Petition from ≥ 2/3 of residents	Petition from ≥ 2/3 of residents
Approval	Staff	Council	Staff	Staff	Staff	Staff
Appeal Process	CPC/Council	None	CPC/Council	None	None	None
Cost to Applicant	Pro rated based on speed	Full	Full	Full	Full	Full



Additional ZOAC Recommendations that are Different from CTTC/Staff

- ZOAC recommends that all petitions be signed by property owner or authorized agent
- ZOAC recommends that Road Hump applications be filed by a property owner
- ZOAC recommends eliminating residential collectors from eligibility
- ZOAC recommends posting a sign at each end of the proposed road hump street section within 10 days of the petition submittal stating the street is being considered for road humps



Next Steps-Code Amendments

- City Plan Commission Public Hearing and action on Code amendments
 - September 2008
- City Council Public Hearing and action on Code amendments
 - November 2008



New NTM Tools

- Current NTM tools that impact speed and volume are generally not applicable on thoroughfares and emergency response routes
- This leaves a gap in the City's ability to respond to community requests for assistance
- Two pilot programs have been identified to help fill this gap:
 - Dynamic speed display signs
 - Speed cushions

Pilot Program

Dynamic Speed Display Signs

- Dynamic Speed Display Sign (DSDS) is a permanent, solar powered installation of a speed monitor that displays an approaching vehicle's speed
- Research has found that DSDS can be effective at reducing speeds when appropriate site conditions apply:
 - Significant speeding problem exists
 - Coupled with regular enforcement
 - Supports a posted regulatory speed
 - Work in combination with other indicators of a need to reduce speed

Pilot Program

Dynamic Speed Display Signs





Pilot Program

Dynamic Speed Display Signs

- DSDS cost is about \$7000 per unit plus installation
- City has installed test applications:
 - Campbell Road (north of Preston) – six month trial with one DSDS completed
 - Gaston Avenue (east of Abrams) – two DSDS currently installed

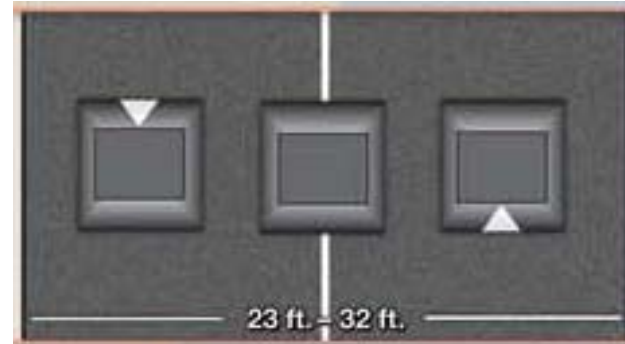


Pilot Program

Speed Cushions

- Speed cushions are manufactured, modular road humps that are typically installed in 75 inch wide sets
- Some cities have found that speed cushions have less effect on emergency response vehicles that are able to straddle the cushion – and have been willing to install them on selected emergency response routes

Pilot Program Speed Cushions





Pilot Program

Speed Cushions

- Speed cushions cost is about \$2500 to \$3500 per location plus installation
- Dallas Fire-Rescue has approved the installation of speed cushions as a pilot program to test their impact on response times
- Staff is currently working with residents on Ravinia (south of 12th Street) to install a test using current road hump procedures



Pilot Programs: What's Next?

- Test installations will be monitored over the next 6 to 12 months to measure effectiveness
- Staff will draft criteria for eligibility and installation
- Consideration will be given to cost sharing between the City and community
- Recommendations will be brought back to the TEC for discussion and action